



February 17, 2010

To: Members,  
Senate Committee on Workforce Development

Subject: Opposition to Assembly Bill 21

As a citizen and a motor carrier fleet safety consultant, I am very concerned about the unintended negative ramifications of Assembly Bill 21. I am here to voice my strong opposition to the bill.

Passage of AB 21 would eliminate a passenger carrying motor carrier's right to terminate the employment of a driver after a single accident. Approval of this bill would throw into question the safety of the passengers and general motoring public if a driver were allowed to continue to operate a vehicle.

As a former safety director for a transportation company, there are definite situations where a single accident should and should not result in a person losing their job. Example: if a person slides off of a rural icy road with a speed limit of 45 mph, traveling at 10 miles an hour. Assuming the driver took every possible safety precaution, they should likely not be fired for one incident. However, take a second driver, on the same road going 75 mph while sending a personal text message. That driver should clearly be fired due to their utter disregard for the safety and wellbeing of their passengers and general motoring public. Based on AB 21, both drivers would keep their job, regardless of accident investigation results, damage done or lives lost. AB 21 places a blanket restriction on ending employment no matter the accident situation. Whether the driver backed into a mailbox or the bus was rolled on an icy road and 4 children were killed. As we live in a free market society, these decisions should be left to businesses to ensure compliance with motor vehicle laws and to do their part to keep roads safe.

Additional reasons why I oppose AB 21:

- Safety on Wisconsin roads would be compromised
- It would force an employer to continue employing an individual that should have been removed from driving duties
- It would infringe on the "at-will" employment status in the state of Wisconsin
- Questions would be raised about the safety of bus drivers in the state by parents and passengers.
- Passage of AB 21 could open the door for this limit to apply to all motor carriers, not just bus and motor coach operators.

Since 2003, fatal crashes in the state have dropped by 27% (<http://www.dot.wisconsin.gov/drivers/drivers/traffic/crash/final.htm>). State government should do everything possible to ensure that trend continues. Passing AB 21 would contribute in sending that trend in the opposite direction.

Chad Krueger  
Aon Risk Services Central  
920-431-6302

---

*Aon Corporation*

111 N Washington Street • Suite 300 • P.O. Box 23004 • Green Bay, WI • 54301  
tel: 920.437.7123 • fax: 920.437.2401 • [www.aon.com](http://www.aon.com)



# Wisconsin Motor Carriers Association

Good stuff.



*"Promoting Safe and Reliable Truck Transportation"*

[www.witruck.org](http://www.witruck.org)

CHAIR  
Pauline Jaske  
Fairway Transit

FIRST VICE CHAIR  
Greg Klinek  
Klemm Tank Lines

SECOND VICE CHAIR  
Mike Natalizio  
HNI Risk Services

SECRETARY  
Mike Marquardt  
Birchwood Transport

TREASURER  
Bruce Tielens  
WEL Companies

PRESIDENT  
Thomas A. Howells  
[thowells@witruck.org](mailto:thowells@witruck.org)

To: Members,  
Senate Committee on Workforce Development

February 17, 2020

Subject: Opposition to Assembly Bill 21

I am Tom Howells, President of the Wisconsin Motor Carriers Association (WMCA), and I am here today to voice our strong opposition to Assembly Bill 21. Although the Wisconsin Motor Coach Association, a division of the WMCA, would be most affected by the bill, the entire WMCA association is adamantly opposed to this measure.

This bill prohibits a person engaged in the business of operating a vehicle for the conveyance of passengers for hire, from discharging from employment an individual solely on the basis of the operator having been involved in a single motor vehicle accident.

For hire motor carriers of passengers are subject to a plethora of State and Federal regulations to insure that only the most qualified individuals operate motor busses. Bus drivers are held to a higher standard by their employers in the operation of their vehicles to insure safety of their passengers and other highway users. Passage of AB-21 would hinder their efforts in this regard.

We oppose the bill because:

- It sends the wrong safety message. Prohibiting an employer from firing an individual because of one accident, trivializes the tragedy of a motor vehicle accident and implies that highway safety is not important.
- It could require an employer to continue employing an individual who the employer feels is a safety hazard on the road.
- It infringes on the right of an employer to set standards of conduct for employment in his or her business.
- There are considerable costs, both direct and indirect, that motor carriers experience as result of an accident.

Highway safety continues to be a top priority of the Wisconsin Motor Carriers Association. The tragedy of traffic fatalities hits home for everyone operating commercial motor vehicles (trucks and buses) because the highways are our workplace. **For that reason, we ask you to oppose passage of A.B. 21.**